

OFFICE OF CIVILIAN DEFENSE
CIVIL AIR PATROL

TRAINING DIRECTIVE)
NO. 16)

NATIONAL HEADQUARTERS
WASHINGTON, MARCH 16, 1942

TERRAIN FAMILIARIZATION

1. General

Familiarity with terrain has been the key to success in military tactics in countless instances. Intimate knowledge of communication and transportation facilities is especially necessary in these days when war is chiefly a matter of movement and the orderly evacuation of civilians must be coordinated with military traffic in a zone of action.

2. Text

The text material to be used in this course of instruction is presented in the following page.

3. Distribution

Copies of this Directive will be distributed on the basis of four copies per Headquarters.

4. Requirement

All Command, Staff and Flight personnel are required to take this course. It is desirable that other personnel also be familiar with the text.

5. Instruction Procedure

After each member concerned has read and thoroughly understood the text a conference will be called for classroom instruction, which will include a general discussion and working out of details of procedure.

By Command of Major General CURRY:



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TRAINING TEXT--TERRAIN FAMILIARIZATION

1. Maps Required: Sectional aeronautical charts and such maps as country road maps or highway road maps of the type issued by oil companies.

2. Command, Staff and Flight personnel shall become sufficiently familiar with the maps to enable them to answer general questions relating to the following features in their immediate localities.

- a. Airports, including approximate size and nature of landing area, obstructions in vicinity, and availability of service and repair facilities, communications, surface transportation, etc.; also emergency landing fields, beacons, radio range stations, and other aids to air navigation.
- b. Location of Army, Navy and Coast Guard stations, State Police control points, and forest fire stations.
- c. Roads, including both primary and secondary roads, and such vital points as ferries and bridges.
- d. Railroads, including stations, freight yards, important sidings, bridges and tunnels.
- e. Rivers, streams, harbors, lakes and other terrain features such as mountains, marshes and wooded areas.

3. If the Civil Air Patrol is to function in any emergency, general knowledge of terrain within a reasonable distance of the unit base is necessary. Military commanders may call upon personnel for such data, therefore, this is an important part of the training program of Civil Air Patrol in preparing for service as an auxiliary to other defense forces.

4. Familiarization flights should be made in connection with map study. Ability to locate a corresponding point on maps of different scales is necessary as a map made at the scale of 1:1,000,000, for example, ordinarily does not show as much detail as a map made at the scale of 1:250,000.

5. Flight personnel should survey suitable landing areas available as satellite fields where facilities would be available in an emergency for Army Air Forces. Satellite fields should be within 15 or 25 miles of the home airport, where possible, and may consist of suitable landing strips on highway or farm land where removal of fences would create an emergency field. These satellite fields are for dispersal of aircraft during attack. Data assembled on dimensions, location, communications and utility facilities will be kept locked up as secret information. The data on satellite fields should include information on nearest electrical power connection, water facilities for troops, road network, telephone lines, drainage, turf, obstacles, length of run-way, and housing facilities in vicinity.